MONTHLY PUBLIC USE REPORT

BLUE RIDGE PARKWAY

COUNTING INSTRUTCIONS

Following are detailed instructions for collecting and reporting data to be entered on Form 10-157, Revised, Monthly Public Use Report by Blue Ridge Parkway. These instructions are effective the date of issuance and will continue in effect unless changed by amendment to this supplement or by memorandum from the Statistical Office to the superintendent approving a requested change.

Each section below describes the procedures to be followed in collecting public use data and summarizing the various elements of those data for entry on the line indicated.

Recreation Visits

1. An inductive loop traffic counter is located on the southbound lane of the parkway, south of Rockfish Gap (Milepost 2.2).

2. Virginia Route 814, parkway left (Milepost 16.0) is estimated by using the regression formula in Table 1.

3. Virginia Route 56, parkway right (Milepost 27.2) is estimated by using the regression formula in Table 1.

4. U.S. 60, parkway right (Milepost 45.6) is estimated by using the regression formula in Table 1.

5. An inductive loop traffic counter is located on State Route 130, parkway right (Milepost 61.6).

6. U.S. 501, parkway right (Milepost 63.8) is estimated by using the regression formula in Table 1.

7. An inductive loop traffic counter is located on State Route 43 at Peaks of Otter, parkway right (Milepost 85.9).

8. State Route 43 at Bearwallow Gap, parkway left (Milepost 90.9) is estimated by using the regression formula in Table 1.

9. U.S. 460, parkway left (Milepost 105.7) is estimated by using the regression formula in Table 1.

10. U.S. 460, parkway right (Milepost 105.9) is estimated by using the

regression formula in Table 1.

11. An inductive loop traffic counter is located on State Route 24, parkway left (Milepost 112.2).

12. State Route 24, parkway right (Milepost 112.3) is estimated by using the regression formula in Table 1.

13. Mill Mountain and Roanoke (Milepost 120.3) is estimated by using the regression formula in Table 1.

14. An inductive loop traffic counter is located on U.S. 220, parkway left (Milepost 121.3).

15. An inductive loop traffic counter is located on U.S. 220, parkway right (Milepost 121.5).

16. U.S. 221 at Adney Gap (Milepost 136.1) is estimated by using the regression formula in Table 1.

17. State Route 8 at Tuggles Gap (Milepost 165.3) is estimated by using the regression formula in Table 1.

18. U.S. 58, parkway right (Milepost 177.7) is estimated by using the regression formula in Table 1.

19. U.S. 58, parkway left (Milepost 177.7) is estimated by using the regression formula in Table 1.

20. U.S. 52, parkway right (Milepost 199.4) is estimated by using the regression formula in Table 1.

21. An inductive loop traffic counter is located on U.S. 52, parkway left (Milepost 199.4).

22. State Route 89, parkway right (Milepost 215.7) is estimated by using the regression formula in Table 1.

23. State Route 18, parkway right (Milepost 217.3) is estimated by using the regression formula in Table 1.

24. U.S. Route 21 at Roaring Gap, parkway right (Milepost 229.6) is estimated by using the regression formula in Table 1.

25. An inductive loop traffic counter is located on U.S. 21 at Roaring Gap, parkway left (Milepost 229.6).

26. State Route 18 near Laurel Springs, parkway right (Milepost 248.1) is estimated by using the regression formula in Table 1.

27. State Route 18 near Laurel Springs, parkway left (Milepost 248.1) is estimated by using the regression formula in Table 1.

28. State Route 16 at Horse Gap, parkway left (Milepost 261.2) is estimated by using the regression formula in Table 1.

29. State Route 16 at Horse Gap, parkway right (Milepost 261.2) is estimated by using the regression formula in Table 1.

30. State Route 421 at Deep Gap, parkway right (Milepost 276.3) is estimated by using the regression formula in Table 1.

31. U.S. 421 at Grandview (Milepost 280.8) is estimated by using the regression formula in Table 1.

32. U.S. 221 and U.S. 321, parkway left (Milepost 261.2) is estimated by using the regression formula in Table 1

32a. An inductive loop traffic counter is located on U.S. 221 and U.S. 321, parkway right (Milepost 261.2).

33. U.S. 221 at Sandy Flats, parkway left (Milepost 294.6) is estimated by using the regression formula in Table 1.

34. U.S. 221 and Holloway Mountain Road, parkway right (Milepost 298.6) is estimated by using the regression formula in Table 1.

35. U.S. 221 at Beacon Heights, parkway right (Milepost 305.1) is estimated by using the regression formula in Table 1.

36. State Route 181, parkway right (Milepost 312.2) is estimated by using the regression formula in Table 1.

37. U.S. 221, parkway right (Milepost 317.5) is estimated by using the regression formula in Table 1.

38. Altapass Road crossing at McKinney Gap, parkway right (Milepost 327.5) is estimated by using the regression formula in Table 1.

39. An inductive loop traffic counter is located on State Route 222 at Gillespie Gap, parkway right (Milepost 330.9).

40. State Route 226a at Little Switzerland, parkway left (Milepost 333.9) is estimated by using the regression formula in Table 1.

41. State Route 80 at Buck Creek Gap, parkway left (Milepost 344.1) is estimated by using the regression formula in Table 1.

42. North Carolina Route 694, parkway left (Milepost 377.4) is estimated by using the regression formula in Table 1.

42a. North Carolina Route 694, parkway right (Milepost 377.4) is estimated by using the regression formula in Table 1.

43. U.S. 70, parkway right (Milepost 382.5) is estimated by using the regression formula in Table 1.

44. An inductive loop traffic counter is located on U.S. 70, parkway left (Milepost 382.7.

45. U.S. 74, parkway right (Milepost 384.7) is estimated by using the regression formula in Table 1.

46. U.S. 74, parkway left (Milepost 384.7) is estimated by using the regression formula in Table 1.

47. An inductive loop traffic counter is located on U.S. 25, parkway right (Milepost 388.7).

48. An inductive loop traffic counter is located on U.S. 25, parkway left (Milepost 388.9).

49. State Route 191.1 (Milepost 393.7) is estimated by using the regression formula in Table 1.

50. State Route 151 (Milepost 405.5) is estimated by using the regression formula in Table 1.

51. State Route 276, parkway left (Milepost 411.8) is estimated by using the regression formula in Table 1.

52. N.C. 215 at Beech Gap, parkway right (Milepost 423.2) is estimated by using the regression formula in Table 1.

53. An inductive loop traffic counter is located on U.S. 23-74 at Balsam Gap, parkway right (Milepost 443.2).

54. The east leg from U.S. 19 at Soco Gap, parkway left (Milepost 455.8) is estimated by using the regression formula in Table 1.

55. The west leg from U.S. 19 at Soco Gap, parkway left (Milepost 455.8) is estimated by using the regression formula in Table 1.

56. The northbound lane of Blue Ridge Parkway south entrance is estimated by using the regression formula in Table 1. .

The vehicle counts from the counters 1 thought 56 are reduced for non-recreation vehicles (40,464 for Virginia and 121,391 for North Caroline), and non-reportable vehicles (2,000 per month). The reduced traffic count is multiplied by the persons-per-vehicle (PPV) multiplier of 2.5 January, February, March, April, May, October, November, and December and 2.8 in June, July, August, and September.

57. The number of buses at Folk Art Center and Mabry Mill is multiplied by the persons-per-bus multiplier of 44.

58. An estimate (currently 2000 vehicles per counter per month) of vehicles is added to counters 18, 20, and 21, above, to reflect vehicles not crossing any counters in the parkway. The vehicle count is multiplied by the PPV multiplier of 2.5 January, February, March, April, May, October, November, and December and 2.8 in June, July, August, and September.

Table 1.
Regression Formulas used to Estimate Traffic Counts by Month

Counter Location	December – April	May - November
Va. Route 814	.451*TC1 + 1994	.221*TC1 + 5902
VA Route 56	.221*TC1 + 997	.216*TC1 + 325
U.S. 60	.171*TC1 + 601	.250*TC1 - 314
U.S. 501	1.024*TC5 + 227	.392*TC5 + 8017
State Route 43	.441*TC7 + 464	.327*TC7 + 2413
U.S. 460 Left	.742*TC7 + 4197	.209*TC7 + 11248
U.S. 460 Right	.599*TC7 + 3963	.444*TC7 + 6515
State Route 24	2.529*TC5 – 2477	.570*TC15 + 8520
Mill Mountain	.189*TC15 + 1780	.257*TC15 + 2321
U.S. 221	.102*TC15 + 2625	.188*TC15 + 2192
State Route 8	.400*TC21 + 1318	.486*TC21 + 1386
U.S. 58 Right	.406*T21 + 705	.490*TC21 - 281
U.S. 58 Left	.655*TC21 + 1353	.495*TC21 + 3332
U.S. 52	1.077 * TC21 – 173	.941*TC21 + 2311
State Route 89	.336*TC21 + 1136	.195*TC21 + 4575
State Route 18	.460*TC25 + 234	.368*TC25 + 1596
U.S. Route 21	1.16*TC25 – 66	.989*TC25 + 1282
State Route 18 Laurel Right	.558*TC25 + 747	.500*TC25 + 1677
State Route 18 Laurel Left	.656*TC25 + 532	.578*TC25 + 1940
State Route 16 Left	.518*TC25 + 1051	.465*TC25 + 1989
State Route 16 Right	.461*TC25 + 731	.550*TC25 + 748
State Route 421	.198*TC32a + 326	.165*TC32a + 1043
U.S. 221 & U.S. 321	.390*TC32a + 6242	.308*TC32a + 14176
U.S. 221 Sandy Flats	.345*TC32a – 261	.292*TC32a + 8873
U.S. 221 Holloway	.233*TC32a – 2005	.075*TC32a + 3340
U.S. 221 Beacon Heights	.318*TC39 + 704	.709*TC39 – 3842
State Route 181	.161*TC39 + 732	.224*TC39 + 803
U.S. 221 Right	.675*TC39 + 1688	.814*TC39 – 1220
Altapass Raod	.143*TC39 + 1809	.072*TC39 + 3619
State Route 226a	.791*TC39 – 531	.787*TC39 + 2039
State Route 80	.195*TC39 + 150	.254*TC39 + 220
N.C. Route 694	.105*TC47 + 3601	.0878*TC47 + 7990
U.S. 70 Right	.404*TC48 + 6835	.616*TC48 + 558
State Route 191.1	.226*TC47 + 9416	.380*TC47 – 519
State Route 151	.0865*TC48 – 1132	.041*TC48 + 248
State Route 276	.657*TC53 + 2573	.541*TC53 + 8661
N.C. 215	.628*TC53 + 545	.349*TC53 + 663
U.S. 19 East	.610*TC53 + 1455	.785*TC53 – 1716
U.S. 19 West	.733*TC53 + 1250	.919*TC53 + 1834
South Entrance	1.384*TC53 + 401	1.587*TC53 0 669

Reference:
TC1=North Entrance TC5=State Route 130 TC7=State Route 43 TC11=State Route 24 TC14=U.S. 220 Left TC15=U.S. 220 Right TC21=U.S. 52 TC25=U.S. 21 Roaring Gap TC32a=U.S. 221 and U.S. 321 TC39=State Route 222 TC44=U.S. 70 Left TC47= U.S. 25 Right TC48=U.S. 25 Left TC53= U.S. 23-74

Non-recreation Visits

A fixed vehicle count (161,855) as determined by park personnel/statistical office is divided by 2 to reduce for duplicate reporting (same day re-entries). The adjusted total is multiplied by the current PPV (2.0).

The fixed vehicle count was established in 1988 using three years (1985 - 1987) of winter traffic counts. At the major non-recreation entrances seventy percent of the traffic count was estimated to be non-recreation use.

Recreation Visitor Hours

1. Recreation visits are multiplied by the day use length-of-stay (LOS) (6.0 hours).

2. The number of overnight users is multiplied by the overnight LOS (24.0 hours).

Non-recreation Visitor Hours

Non-recreation visits is multiplied by 0.5 hour.

Overnight Stays

Concessioner Lodging - **Peaks of the Otter Lodge, Rocky Knob Housekeeping Cabins, Mount Pisgah Inn, Bluffs Lodge**

The number of visitors staying overnight as reported by the concessioner.

Concessioner Campgrounds - **Mount Pisgah**

The number of visitors staying overnight as reported by the concessioner.

NPS Campgrounds - **Otter Creek, Peaks of the Otter, Roanoke Mountain, Rocky Knob, Doughton Park, Julian Price, Linville Falls, Crabtree Meadows**

The number of visitors staying overnight is recorded from campground registration.

NPS Backcountry - **Wintergreen, Rock Castle Gorge, Doughton Park, and Cone/Price Park**

The number of visitors recorded on backcountry permits is multiplied by the number of nights stayed.

NPS Miscellaneous

Estimate of visitors using non-designed campsites (pullouts, parking areas, etc.).